

SEC. 230. UNIVERSAL ELECTRONIC VEHICLE IDENTIFIER.

Not later than 2 years after the date of enactment of this Act, the Secretary shall issue a final motor vehicle safety standard that requires a commercial motor vehicle manufactured after the effective date of such standard to be equipped with a universal electronic vehicle identifier that provides a single point of data, such as the Vehicle Identification Number, that—

- (1) identifies the vehicle for compliance, inspection, or enforcement purposes;
- (2) does not transmit personally identifiable information regarding operators; and
- (3) does not create an undue cost burden for operators and carriers.

SA 2312. Mr. COONS (for himself, Ms. MURKOWSKI, and Mr. MENENDEZ) submitted an amendment intended to be proposed to amendment SA 2137 proposed by Mr. SCHUMER (for Ms. SINEMA (for herself, Mr. PORTMAN, Mr. MANCHIN, Mr. CASSIDY, Mrs. SHAHEEN, Ms. COLLINS, Mr. TESTER, Ms. MURKOWSKI, Mr. WARNER, and Mr. ROMNEY)) to the bill H.R. 3684, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

On page 2683, line 20, strike “\$10,250,000,000” and insert “\$11,500,000,000”.

On page 2683, line 21, strike “\$2,050,000,000” and insert “\$2,300,000,000”.

On page 2683, line 23, strike “\$2,050,000,000” and insert “\$2,300,000,000”.

On page 2683, line 25, strike “\$2,050,000,000” and insert “\$2,300,000,000”.

On page 2684, line 1, strike “\$2,050,000,000” and insert “\$2,300,000,000”.

On page 2684, line 3, strike “\$2,050,000,000” and insert “\$2,300,000,000”.

On page 2684, line 24, strike “and”.

On page 2685, line 4, strike the colon and insert “; and”.

On page 2685, between lines 4 and 5, insert the following:

(4) \$1,250,000,000 shall be to carry out passenger ferry grants under section 5307(h) of title 49, United States Code:

SA 2313. Mr. PADILLA (for himself and Mr. MORAN) submitted an amendment intended to be proposed to amendment SA 2137 proposed by Mr. SCHUMER (for Ms. SINEMA (for herself, Mr. PORTMAN, Mr. MANCHIN, Mr. CASSIDY, Mrs. SHAHEEN, Ms. COLLINS, Mr. TESTER, Ms. MURKOWSKI, Mr. WARNER, and Mr. ROMNEY)) to the bill H.R. 3684, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place in division I, insert the following:

SEC. ____ ADVANCED AIR MOBILITY PLANNING GRANT PROGRAM.**(a) GRANTS.—**

(1) **IN GENERAL.**—The Secretary is authorized to establish a program under which the Secretary awards planning grants to eligible entities to develop a comprehensive plan for the infrastructure that may be necessary to integrate advanced air mobility solutions into the National Airspace System.

(2) **PRIORITY.**—In awarding grants under this section, the Secretary shall give priority to grant applications where an eligible entity partners with at least one other—

(A) transit agency, port authority, airport sponsor, or metropolitan planning organization;

(B) political subdivision of State, local, or Tribal governments in its region or geographic area; or

(C) not-for-profit research institution or institution of higher education with relevant experience working with industry on new technology and commercialization.

(3) **MINIMUM ALLOCATION TO RURAL AREAS.**—The Secretary shall ensure that at least 20 percent of amounts made available under subsection (c) are used to award grants to eligible entities located in a rural area.

(4) REQUIRED REPORT.—

(A) **IN GENERAL.**—Not later than 1 year after an eligible entity is awarded a grant under this section, the eligible entity shall submit to the Secretary and the Administrator a report that includes—

(i) recommendations for methods to ensure that advanced air mobility equitably connects users to existing transportation infrastructure, including multi-modal transportation centers, without compromising safety and efficiency of other facilities and airspace users;

(ii) a description of potential takeoff and landing locations at existing airports and heliports for low-, medium-, and high-volume operations;

(iii) a description of potential takeoff and landing locations at new vertiports for low-, medium-, and high-volume operations;

(iv) a plan for electric charging and other fueling infrastructure;

(v) a plan for community engagement, including consideration of the noise impact on communities;

(vi) recommendations for any zoning and permitting changes that would be necessary to implement advanced air mobility;

(vii) recommendations for any regional or national infrastructure improvements that may be necessary to enable advanced air mobility; and

(viii) other items determined appropriate by the Secretary.

(B) **PUBLIC AVAILABILITY OF REPORT.**—Each report submitted under subparagraph (A) shall be made available on a public internet website managed by the Administrator.

(b) DEFINITIONS.—In this section:

(1) **ADMINISTRATOR.**—The term “Administrator” means the Administrator of the Federal Aviation Administration.

(2) **ADVANCED AIR MOBILITY.**—The term “advanced air mobility” means an air transportation system that moves people and cargo between places using innovative aircraft designs (such as vertical take-off and landing (VTOL) and new technologies (such as electric or hybrid (fuel and electric) driven propulsion), which are integrated into existing airspace operation as well as operated in local, regional, interregional, rural, and urban environment, and which may include remotely piloted or autonomous aircraft.

(3) **ADVANCED PROPULSION.**—The term “advanced propulsion” means powered by electric, hydrogen, hybrid technology, or other propulsion technology, as defined by the Secretary.

(4) **ELIGIBLE ENTITY.**—The term “eligible entity” means—

(A) a State;

(B) a unit of local government;

(C) a metropolitan planning organization;

(D) a Tribal government;

(E) a political subdivision of a State or local government;

(F) a special purpose district or a public authority with a transportation function, including airport sponsors and port authorities; and

(G) a group of entities described in subparagraphs (A) through (F).

(5) **HIGH-VOLUME OPERATIONS.**—The term “high-volume operations” means more than 1,000 simultaneous advanced air mobility op-

erations taking place in the relevant region or jurisdiction.

(6) **LOW-VOLUME OPERATIONS.**—The term “low-volume operations” means under 100 simultaneous advanced air mobility operations taking place in the relevant region or jurisdiction.

(7) **MEDIUM-VOLUME OPERATIONS.**—The term “medium-volume operations” means more than 100, but less than 1,000, simultaneous advanced air mobility operations taking place in the relevant region or jurisdiction.

(8) **SECRETARY.**—The term “Secretary” means the Secretary of Transportation.

(9) **VERTIPORT.**—The term “vertiport” means a landing and takeoff site that supports advanced air mobility operations.

(c) **AUTHORIZATION OF APPROPRIATIONS.**—There is authorized to be appropriated to the Administrator to carry out this section \$12,500,000 for each of fiscal years 2022 and 2023.

SA 2314. Mr. PADILLA (for himself, Mr. BOOKER, and Mr. MARKEY) submitted an amendment intended to be proposed to amendment SA 2137 proposed by Mr. SCHUMER (for Ms. SINEMA (for herself, Mr. PORTMAN, Mr. MANCHIN, Mr. CASSIDY, Mrs. SHAHEEN, Ms. COLLINS, Mr. TESTER, Ms. MURKOWSKI, Mr. WARNER, and Mr. ROMNEY)) to the bill H.R. 3684, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

Beginning on page 126, strike line 17 and all that follows through page 127, line 3, and insert the following:

a national ambient air quality standard;

“(1) if the project is on a marine highway corridor, connector, or crossing designated by the Secretary under section 55601(c) of title 46 (including an inland waterway corridor, connector, or crossing) that—

“(A) is functionally connected to the Federal-aid highway system; and

“(B) the Secretary determines is likely to contribute to the attainment or maintenance of a national ambient air quality standard; or

“(12) the project or program of projects involves the deployment of hyperlocal air quality mobile monitoring systems primarily to monitor transportation-related emissions.”;

On page 130, strike lines 12 and 13 and insert the following

“(ii) an urbanized area with a population of 200,000 or fewer.

“(n) **DEFINITION OF HYPERLOCAL AIR QUALITY MOBILE MONITORING SYSTEM.**—In this section, the term ‘hyperlocal air quality mobile monitoring system’ means a method of monitoring and mapping ambient air quality and greenhouse gases and detecting the presence of pollutants using mobile vehicles that—

“(1) yields frequently repeated, ongoing measurements of pollutants and greenhouse gases at a block-level of resolution; and

“(2) identifies hotspots of persistent elevated levels of pollutants and greenhouse gases.”.

SA 2315. Mr. PADILLA (for himself and Mr. CORNYN) submitted an amendment intended to be proposed to amendment SA 2137 proposed by Mr. SCHUMER (for Ms. SINEMA (for herself, Mr. PORTMAN, Mr. MANCHIN, Mr. CASSIDY, Mrs. SHAHEEN, Ms. COLLINS, Mr. TESTER, Ms. MURKOWSKI, Mr. WARNER, and Mr. ROMNEY)) to the bill H.R. 3684, to authorize funds for Federal-aid highways, highway safety programs, and

transit programs, and for other purposes; which was ordered to lie on the table; as follows:

In section 11101(b)(1), add at the end the following:

(H) NATIONAL SCENIC BYWAYS PROGRAM.—For the national scenic byways program under section 162 of title 23, United States Code—

- (i) \$55,000,000 for fiscal year 2022;
- (ii) \$60,000,000 for fiscal year 2023;
- (iii) \$65,000,000 for fiscal year 2024;
- (iv) \$70,000,000 for fiscal year 2025; and
- (v) \$75,000,000 for fiscal year 2026.

SA 2316. Mr. PADILLA submitted an amendment intended to be proposed to amendment SA 2137 proposed by Mr. SCHUMER (for Ms. SINEMA (for herself, Mr. PORTMAN, Mr. MANCHIN, Mr. CASSIDY, Mrs. SHAHEEN, Ms. COLLINS, Mr. TESTER, Ms. MURKOWSKI, Mr. WARNER, and Mr. ROMNEY)) to the bill H.R. 3684, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

Beginning on page 638, strike line 25 and all that follows through page 639, line 1, and insert the following:

scribed in subsection (b)(2);

“(H) a project or series of projects to reduce transportation emissions (including associated infrastructure improvements to support infill development and transit-oriented development and to increase non-motorized trips), subject to the conditions that—

“(i) the project or series of projects shall directly improve the efficiency of existing surface transportation infrastructure, as determined by the Secretary; and

“(ii) the Federal share of the project or series of projects shall be used to fund only the elements of the project or series that provide public benefits; and

“(I) any other surface transportation in—

SA 2317. Mr. HOEVEN submitted an amendment intended to be proposed to amendment SA 2137 proposed by Mr. SCHUMER (for Ms. SINEMA (for herself, Mr. PORTMAN, Mr. MANCHIN, Mr. CASSIDY, Mrs. SHAHEEN, Ms. COLLINS, Mr. TESTER, Ms. MURKOWSKI, Mr. WARNER, and Mr. ROMNEY)) to the bill H.R. 3684, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. ____ . RESCISSION OF UNOBLIGATED AMERICAN RESCUE PLAN ACT FUNDS.

Effective on the date of enactment of this Act—

(1) the Secretary of the Treasury, in consultation with the Director of the Office of Management and Budget, shall identify all unobligated balances of amounts made available under the American Rescue Plan Act of 2021 (Public Law 117-2), or an amendment made by that Act, excluding amounts made available for purposes of COVID-19 vaccinations or personal protective equipment; and

(2) all of such unobligated balances are rescinded.

SA 2318. Mr. HOEVEN (for himself and Mr. CRAMER) submitted an amendment intended to be proposed to

amendment SA 2137 proposed by Mr. SCHUMER (for Ms. SINEMA (for herself, Mr. PORTMAN, Mr. MANCHIN, Mr. CASSIDY, Mrs. SHAHEEN, Ms. COLLINS, Mr. TESTER, Ms. MURKOWSKI, Mr. WARNER, and Mr. ROMNEY)) to the bill H.R. 3684, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place in division H, insert the following:

SEC. ____ . ELECTIVE PAYMENT FOR CARBON OXIDE SEQUESTRATION.

(a) IN GENERAL.—Subchapter B of chapter 65 of the Internal Revenue Code of 1986 is amended by adding at the end the following new section:

“SEC. 6431. ELECTIVE PAYMENT FOR CARBON OXIDE SEQUESTRATION.

“(a) ENERGY PROPERTY.—In the case of a taxpayer making an election (at such time and in such manner as the Secretary may provide) under this section with respect to any portion of a carbon oxide sequestration credit which would (without regard to this section) be determined under section 45Q with respect to such taxpayer, such taxpayer shall be treated as making a payment against the tax imposed by subtitle A for the taxable year equal to the amount of such portion.

“(b) TIMING.—The payment described in subsection (a) shall be treated as made on the later of the due date of the return of tax for such taxable year or the date on which such return is filed.

“(c) EXCLUSION FROM GROSS INCOME.—Gross income of the taxpayer shall be determined without regard to this section.

“(d) DENIAL OF DOUBLE BENEFIT.—Solely for purposes of section 38, in the case of a taxpayer making an election under this section, the carbon oxide sequestration credit determined under section 45Q shall be reduced by the amount of the portion of such credit with respect to which the taxpayer makes such election.”.

(b) SPECIAL RULE FOR PROCEEDS OF TRANSFERS FOR MUTUAL OR COOPERATIVE ELECTRIC COMPANIES.—Section 501(c)(12)(I) of the Internal Revenue Code of 1986 is amended by inserting “or 6431(a)” after “section 45J(e)(1)”.

(c) CLERICAL AMENDMENT.—The table of sections for subchapter B of chapter 65 of such Code is amended by adding at the end the following new item:

“Sec. 6431. Elective payment for carbon oxide sequestration.”.

(d) EFFECTIVE DATE.—The amendments made by this section shall apply to taxable years beginning after the date of enactment of this Act.

SA 2319. Mr. HOEVEN (for himself and Ms. SMITH) submitted an amendment intended to be proposed to amendment SA 2137 proposed by Mr. SCHUMER (for Ms. SINEMA (for herself, Mr. PORTMAN, Mr. MANCHIN, Mr. CASSIDY, Mrs. SHAHEEN, Ms. COLLINS, Mr. TESTER, Ms. MURKOWSKI, Mr. WARNER, and Mr. ROMNEY)) to the bill H.R. 3684, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

At the end of division G, add the following:

TITLE XII—FLEXIBLE FINANCING FOR RURAL UTILITIES

SEC. 71201. LOAN ADJUSTMENTS FOR CRITICAL RURAL UTILITY SERVICE PROVIDERS.

(a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the borrower of a qualified loan described in subsection (b) may submit to the Secretary of Agriculture (referred to in this section as the “Secretary”) a request to adjust the interest rate or modify any other term of the qualified loan, which shall include a report summarizing how the adjustment or modification will assist the borrower in providing critical utility services to a rural community.

(b) QUALIFIED LOAN DESCRIBED.—A qualified loan referred to in subsection (a) is a loan made or guaranteed on or before the date of enactment of this Act under—

(1) section 4, 201, 305, 306, or 601 of the Rural Electrification Act of 1936 (7 U.S.C. 904, 922, 935, 936, 950bb); or

(2) the program carried out under the matter under the heading “DISTANCE LEARNING, TELEMEDICINE, AND BROADBAND PROGRAM” in title I of division A of the American Recovery and Reinvestment Act of 2009 (Public Law 111-5; 123 Stat. 118) (commonly known as the “Broadband Initiatives Program”).

(c) ADJUSTMENT OF INTEREST RATE; MODIFICATION OF LOAN TERMS.—

(1) IN GENERAL.—On receipt by the Secretary of a request made under subsection (a) with respect to a loan, the Secretary, or the Secretary of the Treasury in the case of a loan owned by the Federal Financing Bank—

(A) in the case of a request for an interest rate adjustment, shall adjust the interest rate on the loan to the cost of funds to the Department of the Treasury for obligations of comparable maturity to the term remaining on the outstanding balance of the loan or other such higher rate as the borrower may request; and

(B) in the case of a request for a modification to a loan term other than the adjustment described in subparagraph (A), may use the authorities provided in sections 2, 201, 306C and 703 of the Rural Electrification Act of 1936 (7 U.S.C. 902, 922, 936c, 950cc-2) and section 331(b)(4) of the Consolidated Farm and Rural Development Act (7 U.S.C. 1981(b)(4)) to make such other modifications to the loan terms that the Secretary, in consultation with the Secretary of the Treasury in the case of a loan owned by the Federal Financing Bank, determines are necessary—

(i) to address changes in the financial position of the borrower due to the public health emergency declared by the Secretary of Health and Human Services under section 319 of the Public Health Service Act (42 U.S.C. 247d) on January 31, 2020, with respect to COVID-19 (or any renewal of that declaration); and

(ii) to promote the financial sustainability of the borrower.

(2) EFFECTIVE DATE.—An adjustment or modification under subparagraph (A) or (B), respectively, of paragraph (1) shall apply—

(A) beginning on the first calendar day after the payment date immediately following the request; but

(B) not earlier than 30 days after the date of the request.

(d) NO FEES OR PENALTIES.—In carrying out this section, the Secretary, or the Secretary of the Treasury in the case of a loan owned by the Federal Financing Bank, shall not impose or collect any fee from, or impose any penalty on, a borrower.

(e) NOTICE.—Not later than 30 days after the date of enactment of this Act, the Secretary, in coordination with the Secretary of the Treasury, shall publish in the Federal Register a notice of the benefits available to borrowers under this section.